(c) whether it is also a fact that indigenous manufacturer of strategic item Phased Control Module has leading position in the area of Railway Electronics and Cathodic Protection System?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI KAPIL SIBAL): (a) Yes, Sir.

(b) The major reasons for CEL incurring operating loss for the last three years are:

(i) Technological obsolescence of its professional ferrites plant and as a result loss of market (now this plant has been closed).

(ii) Abnormal delay in realization (as well as non realization) of sundry debts from various nodal agencies.

(iii) Due to cumulative heavy losses erosion in working capital.

However, the company has recorded an operating profit of around Rs. 4.00 Crore during the year 2004-05.

(c) CEL, the indigenous manufacturer of strategic item, Phased Control Module has around 80% market share in Railway Electronics products such as Axle Counter, Axle Counter Block Equipment and Train Actuated Warning Devices (TAWD).

In Cathodic Protection Systems, CEL's market share is around 6 to 7 per cent.

Soft loans by CSIR

1213. SHRI UDAY PRATAP SINGH: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether it is a fact that CSIR is providing Soft Loans for Research and Development under various Schemes; and

(b) if so, Schemes formulated so far?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI KAPIL SIBAL): (a) Yes, Sir.

(b) CSIR is implementing a national scheme entitled New Millennium Indian Technology Leadership Initiative (NMITLI). The objective of the NMITLI is to catalyze innovation centered scientific and technological developments as a vehicle to attain for Indian industry a global leadership position, in selected niche areas in a true 'Team India' Spirit, by synergising the best competencies of publicly funded R & D institutions, academia and private industry. The scheme is the largest public-private-partnership R&D effort

in the country in which the Government plays a catalytic role. It is based on the premise of consciously and deliberately identifying, selecting and supporting potential winers. Under the scheme, a provision exists for providing soft loans @ 3% interest per annum to Indian industrial partners for undertaking specific components of the work in the identified projects.

Status of National Road Safety Policy

1214. SHRI LALITBHAI MEHTA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the status of the National Road Safety Policy;

(b) whether the National Road Safety Policy drafted in 1992 is still under consideration of the Ministry;

(c) if not, the plans to formulate a new policy; and

(d) the extent of loss of lives and economic losses as a result of road accidents in the country in last five years from 1999-2000 to 2004-2005?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K. H. MUNIAPPA): (a) and (c) The draft of new National Road Safety Policy has been put up on the website of Ministry for inviting comments and suggestions.

(b) The National Road Safety Policy drafted in 1992 was endorsed by the National Road Safety Council in its meeting held on 22.12.1994.

(d) Planning Commission has assessed the social cost of road accidents in the year 1999-2000 at Rs. 55,000 crores.

As regards number of fatalities in road accidents, data is available till 2002 and the same is as under:—

Year	Number of fatalities
1994	64,463
1995	70,781
1996	74,665
1997	76,977
1998	79,919
1999	81,966
2000	78,911
2001	80,888
2002	84,674